

Downtown & Waterfront

Public Workshop Report

*How to better connect the Waterfront to the rest of
Downtown and Church Street?*

September 10, 2011



Public Workshop – September 10, 2011

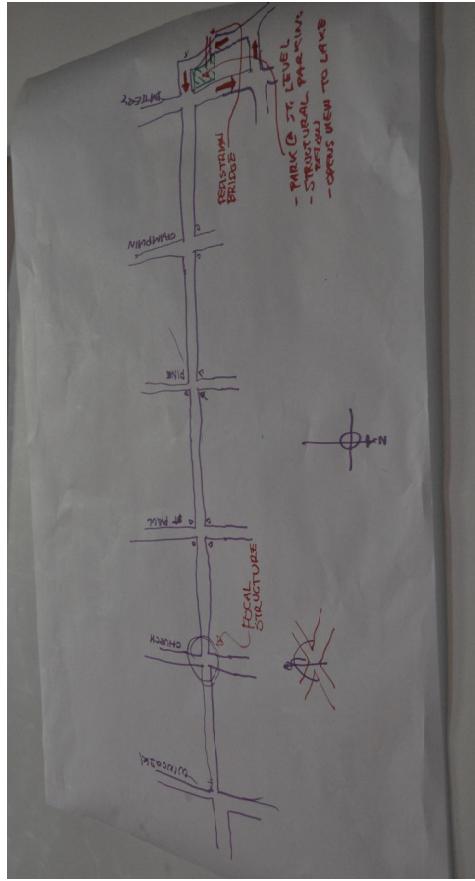
On September 10, 2011, over 60 participants gathered in Contois Auditorium for a full day workshop addressing the connectivity of the Church Street Marketplace to the Waterfront of Burlington.

Main Street Groups



- Incorporate Lake Street into downtown
- Address the highway feel of Battery Street and alleyway feel of lake street.
- Encourage density with multi story buildings built to a human scale – residential is a must.

- Buildings built to back of sidewalk or have public park/amenity in place.
- Corner buildings should front on both streets @ the intersection.
- Encourage awnings and use of sidewalks.
- Ordinances to address flow, lingering, etc.
- Shift farmers market onto St-Paul Street on Saturdays
- Reinforce that the lake exists at the end of Main Street – use water features at the foot of the street.

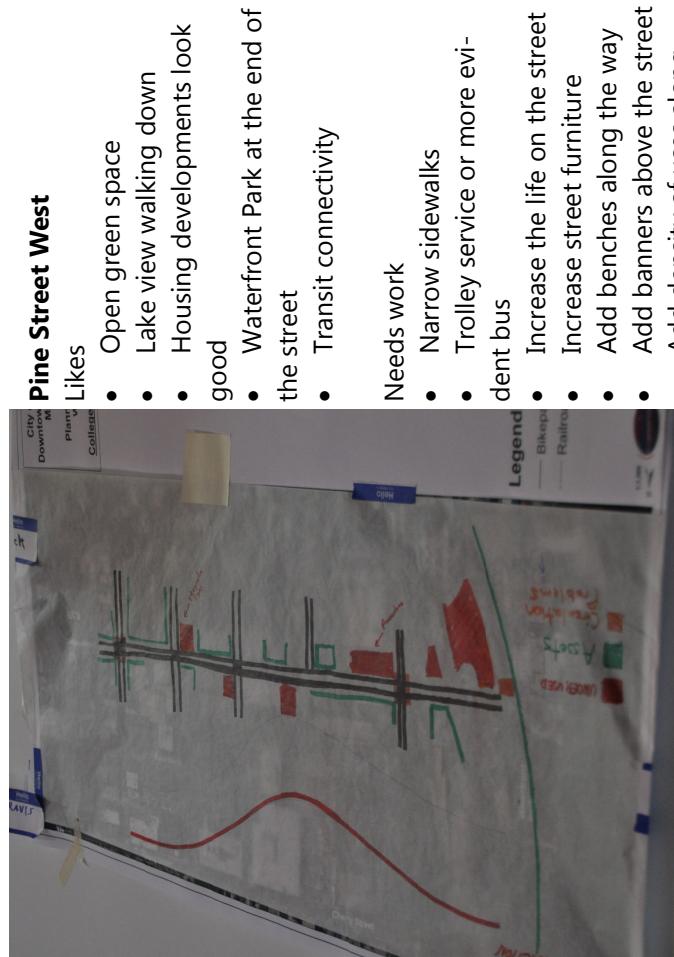


- Main street is not the "main" street to the lake or from the lake, but is an important vehicular way
- Create gateways @ Winooski and Battery – roundabouts with green space
- Parking ordinance needs to be revised to encourage redevelopment without parking and with multi-modal transit (ped, bike, transit, etc.)
- Street infrastructure and amenities are needed
 - Bike facility
 - Benches
 - Trash/recycling
 - Kiosk
 - Dog amenities
 - Lighting – human scale (not 30' up)
 - Parking kiosk (pay and display) versus meters at each spot
 - Mixed-use (compatible)
 - Parallel parking on one side
 - Relocate institutional uses to a better location
 - Rethink social uses along corridor
 - Consider Main Street becomes one way (west) AND College street closes to traffic making it more pedestrian and bike friendly.
 - Battery becomes one lane each direction with a turning lane.
 - Main Street has diagonal parking on one side and parallel on the other. A change should be made to increase pedestrian ways and green space consistently, with the parking style the same on the whole strip not alternating as it currently does.
 - No surface off street parking should be allowed – garages with commercial 1st floor integrated into the street should be encouraged.
- Roundabout at the base of Main and Battery, traffic calming
- More responsive (longer) pedestrian signals at crossing
- Move the farmers market off City Hall Park to streets (St-Paul and College) to keep greener space open for use.
- Green belt incorporating stormwater collection, boulevard-style.
- Consistency for Pedestrians from Winooski to Waterfront

- Trees – attention to species, canopy coverage and North and South sides of street varies; more trees along length of Main Street, increased shade
- Lighting – Incorporate pedestrian scale lighting down Main Street, along both sides; improve safety and comfort; LED lighting
- Sidewalks – Unify physical language of sidewalks; incorporate brick bands of

other visible cue down length of path.

- 1st floor of the Free Press building
- Benches at the bus stops
- There is no bump out at Whooski and College for pedestrians
- Bennington Sign is too big
- Vacant lot from City Hall Park where Ben & Jerry's used to be – should be redeveloped as mixed-use, or outdoor courtyard dining for multiple restaurants, and extra space for farmer's market
- Potential to close St. Paul Street to expand Farmer's Market into street for added capacity.
- Define de pedestrian alley to the Blue Cat and Magnolia's better Drive-thru conflict with pedestrians (Merchants Bank)
- The library green space is underutilized
- Replace parking on College with green space
- City Hall could use wider walkways
- Key Bank lot at the corner of Pine St needs to be redeveloped
- Lack of parking, need for structures??; particularly if street parking is altered to accommodate green space/bike lane; underground parking
- The city should recognize the importance of the Flynn Theater on Main Street as a unique cultural anchor for the city and state and as an important economic hub (attracting people to a variety of downtown businesses, restaurants, etc.).
- The theater, with its current design, allows very limited public access throughout the week. Other than the ticket lobby, and the Tarrant Gallery which is open to the public on Saturdays and for very limited hours, the theater currently creates a kind of "closed" Main Street message.
- The city and the theater should consider a public/private partnership to address its potential to help transition the city from being perceived as a Church Street destination to a larger Church Street/City Hall Park/Waterfront Park destination. Addition of a café and longer more welcoming hours would be a major plus.



- Intersections need "complete street" treatment
- Lighting
- Common themes for College Street
- Needs work

College Street Groups

Pine Street East

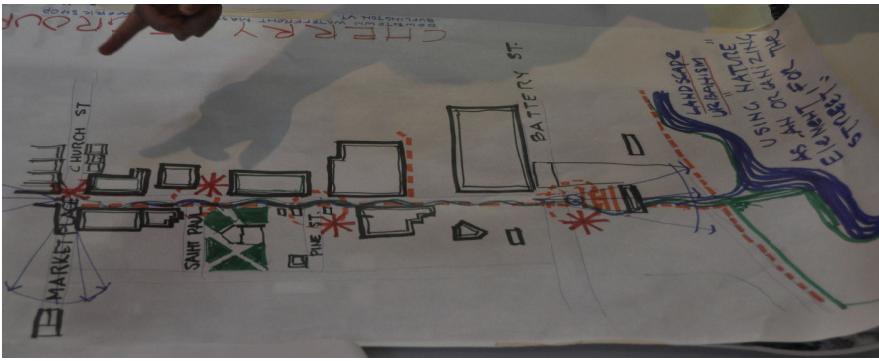
Likes

- Sidewalk widths
- Good bike parking
- Outdoor activity – a lot of it going on
- Great building facades
- Biking facilities are good
- It feels like downtown Park access – City Hall Park
- Murals
- Corporate Plaza garage well hidden

Pine Street West

Likes

- Open green space
- Lake view walking down
- Housing developments look good
- Waterfront Park at the end of the street
- Transit connectivity



- Provide in parks
- Helps with security
- In trees – is fun and inviting
- Need more lighting throughout College Street
- Aesthetics
- Setbacks are working – keeping the visual corridor down the street to the lake is a big asset
- Add flower pots around the trees
- Sidewalks
- Roof top gardens with dining – the view would be great from there
- Store/building fronts
- Under/missed used space
- Go from one use to multi-use – Residential/bus – Bus/dining – Bus/park
- Pomerleau lawn – energize the green space there with amphitheater
- St.Paul and College – Use park for outdoor dining, farmer's market on St-Paul
- Transit
- More distinguishable bus/trolley for the college street shuttle. Also provider distinguishable bus/trolley stops. Make them different (more fun) than regular bus stops.
- Pedicabs
- Horses
- Cyclists
- Safety Conflict & Congestion
- At Bank/College and Church/College – reduce the conflict between cars, bikes and pedestrians – one way street?
 - Battery Street – Build a pedestrian bridge – improve signals – add a median to slow cars down

Street, Sidewalks, stormwater, lights

- Vertical infill – go up because we cannot spread out more
- Emphasize the north side of the street
- Create green infrastructure; rain gardens, roof gardens, stormwater infrastructure
- Add missing street trees and green landscape
- Green hydro art tied to drainage

Placemaking – The built environment

- Bus station
- Integrate with Church Street at the corner
- Make the physical structure more attractive
- Green infill on the second floor of the bus station
- Wayfinding to the waterfront signage
- Turn around in front of the mall – if not needed convert to infill green space – outdoor café or kiosk
- Kiosk connection to the lake
- The BIG idea - **CONNECTIONS**
- Taste of marketplace from the lake
- Marketplace to the lake – make a water connection
- Create places and experiences along the way – green roofs, art, infrastructure (Breathing, fun, food)
- Activities/Uses
- Eliminate blank facades
- Use parking garage as art
- Continue sensual, sensory smells, sights and sounds from Church Street
- Cherry and Battery crossing works
- Overlook – Remove sculpture and upgrade with nice furnishings
- Make pedestrian connection to the lake – La Ronde type ride OR funicular OR promenade stairs

Cherry Street Groups

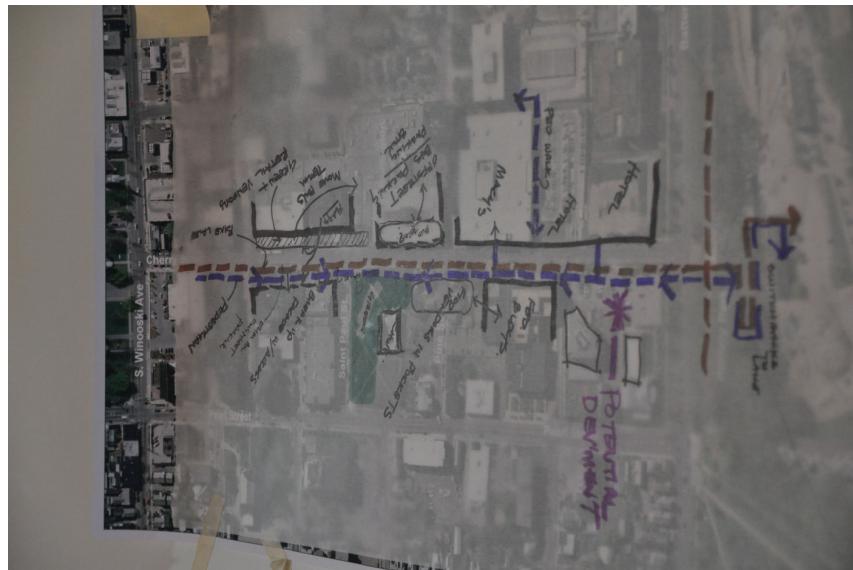
Public Infrastructure

- Cherry-Bank St alley
- Maintain and improve safety lighting
- Important bike connector
- We love look and view to Pine Street neighborhood
- Make public civic space emphasis
- Improve Streetscape

Alternate Concept (strongly favored by a few members of our group)

- Close Cherry St from Bank St to Winooski Ave – fully integrate into Church St Mall with vendor carts, outdoor dining, etc.
- Make Cherry St one way west to east from Battery St to Bank St
- Move Bus Terminal into and outside of parking garage a la Port Authority in NYC and re-route buses from new terminal, north on Bank St, then east or west on Pearl St
- Bicycle Parking! - Re-purpose current bus waiting area (with overhang) into paid & attended parking for bicycles

Accept that Cherry St from Bank St west is primarily institutional/large scale commercial (parking garage, courthouse, probation office, loading area for Macy's, blank walls of hotels, etc.) and minimize efforts to direct pedestrian traffic across Battery St to Waterfront.



Enhancing place for People

Change	Keep
1. Urban Gardens	1. Designated support structure for downtown; hotels, parking, government
2. Access to the lake	2. Access to bank street – behind Macy
3. More stories to garage or below	3. Battery Street "parkway"
4. Promenade / 1 way street	4. CIC Grove???
5. In-fill vendors (commercial development/draw)	5. Bus station/center
6. Additional access to college street (improve)	6. Lake views
7. Improve Battery St crossing – under or over pass	
8. Old Bank – make part of the bus station, a public park or a vendor station	
9. Buses – use the parking garage – improve current space	
10. Improve views of the lake	
11. Flags/St dressing – draw down to East Cherry St – draw to and from bus station	
12. Borders building – entrances on Cherry Street – breaking up entrance	
13. Increase residential – old bank with retail at the bottom	
14. Light/bench CIC park	
15. Trash/Recycling cans	
16. Granite Curbing – similar to St. Paul – Incorporate art/walk designs	
17. Remove row of parking/widen sidewalk	

Core Concepts

- Churches have activities one day a week
 - Connection to the waterfront is not direct and not even visual – green spaces in the end not coordinated
 - Likes – St Paul green space
 - Shadows of building to east problematic
 - Trees to the north uninviting (St Paul St)
 - North Whooski is vibrant – possible model for Pearl
 - The post office is a visual blockage
 - Flags, awnings, lights, etc. – aesthetic streetscape, psychological draw

Core Concepts

 1. Eliminate all on-street parking
 2. Add bike lane to North side on street
 3. Pedestrians on North side on widened sidewalk
 4. Move bus terminal – improve transit
 5. Break up facades – increased mixed-use, reasons to go there
 - a. Additional vendors/retail
 - b. Additional green space
 6. Flags, awnings, lights, etc. – aesthetic streetscape, psychological draw

A place to do business! – needs enticing

Pearl Street Groups

Pearl Street 10am pre-tailor

Impressions

- Hodge podge, awkward intersection at the post office – busy
 - Edge of downtown – invisible barrier, residential v. dynamic but isolated, no links – large buildings as barriers



Tour notes

- No street parking lots on surface especially on front lots
 - Pearl/Winooski – trees attractive to the north – 25 year old trees
 - Opening space to North West is off putting – chain link fence should be taboo
 - Cannot see the lake
 - Place parking behind buildings – not as a barrier in the front
 - Crossings, connectivity versus bad – effects North Street. Pearl Street is appropriate for thru traffic
 - Sidewalks should be kept the same down the street versus begin irregular as of now
 - Fill in gaps in the built environment with small shops
 - Post office – street lights are dated, mismatched – no street art currently
 - Sidewalks are not wide enough on the north side, no trees.
 - There should be a street diet on Pearl street – use bump outs to protect parking and change the feel
 - Looks like a quick stop district
 - Back of the courthouse is a wasted space and is uninviting
 - There is nothing along Pearl street to draw people to and from Battery park and the lake
 - ACME glass – no setback, no greenery
 - Designed greenspace to lake? – well lit for tourist security feel
 - Boulder play space should be integrated into multiple spaces along the corridor
 - The senior center alley is inviting because of the gardens
 - Need connected bike paths marked by uniformity use brick, etc.
 - Raised park at the end of Pearl is a visual obstacle – the vista point could be lowered, no obvious path to the lake from there
 - Create two terraces going down to the lake from the park

Recommendations



- Battery Park Overlook – reverse the elevation into terraces declining towards the lake
- Accessibility to lake – create a physical access by stairs, other = elevator tower? Increase the number of businesses on the lakefront/waterfront street – build into the cliff – restaurants, retail and housing
- Pearl Street Strengths
 - Some green space, flow – but under utilized/ not welcoming
 - Post office draws traffic to Pearl Street
 - Dense population – mixed use – potential for establishing businesses
 - Access to view the lake – a potential destination
 - Create islands of art suggestion to WiFi corridor – street closure during the RAMBLE in the north end
 - Severe lack of landscaping might connect with irregular setbacks
 - Ethnic flags of Burlington promenade
 - ACME has a retail trade, otherwise an orphan building – other location discussed by services very much appreciated locally
 - Pearl is a vital traffic corridor – create corner bump outs for pedestrian access
- Create a sliding hill like in Quebec city to get down to the waterfront
- There should be a retail consistency along Pearl – especially including neighborhood services
- There is also the opportunity to make Pearl Street a 2-way gateway that invites people from the Old North End to downtown (and Church Street) while inviting people from downtown to wander into the Old North End.
- Other ideas we suggested were the encouragement of small rental spaces (like at the corner of N Winooski and Pearl) to encourage ethnic restaurants and shops...perhaps seasonal market type stalls could be developed if permanent spots are not available.
- Small playgrounds are another way of making the connection since they will attract children and younger families from the Old North End toward Church Street.